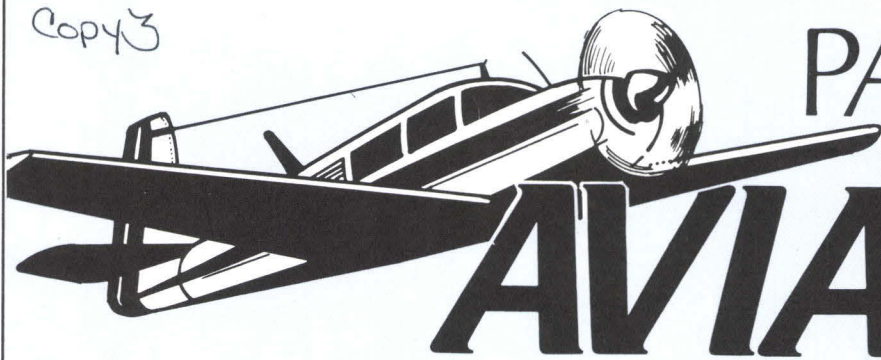


A-825
3. P15
1992/9+10

Copy 3



S. C. STATE LIBRARY
OCT 09 1992
STATE DOCUMENTS
PALMETTO

Volume 44, Number 5

Published by the S.C. Aeronautics Commission

September/October, 1992

Aviation Conference Sets the Pace For Innovations and Ideas

There's only one conference designed for aviation in South Carolina and that's the 15th Annual South Carolina Aviation Conference, November 9 - 12.

The SC Aviation Conference is made to order for all airports, airport commissioners, pilots, and aviation related businesses.

The 1992 Conference "Setting the Pace" is slated for Nov. 9 - 12 at the Sheraton Hotel and Convention Center in Columbia. The SC Aviation Association is hosting its first conference with many opportunities to run elbows with today's movers and shakers, as well as a chance to learn more about the aviation industry's ever-changing

issues.

"Setting the Pace", this year's conference theme, will highlight Phil Boyer, president of AOPA, the nation's largest pilot organization with a talk on general aviation.

In addition, Mike Boyd, a nationally recognized airline consultant will give us his opinions on the direction the airline industry should take.

The 1992 Conference also anticipates a number of high profile speakers — Kurt Herwald of Stevens Aviation, members of the S.C. Aviation Hall of Fame and a host of other professionals who make decision which profoundly affect aviation.

One exciting addition to this year's program is an afternoon dedicated to one-on-one sessions with the FAA, the state Aeronautics Commission or a particular speaker. This will give airport commissioners the chance to directly ask questions about grants, improvements projects or specific problems.

The 15th Annual Conference is designed to better fit your needs, your concerns and your interests. This year there will be more to do — more workshops, more speakers, and more fun. While the informative sessions address day-to-day and controversial issues, it's
See Page 6, Aviation Conference

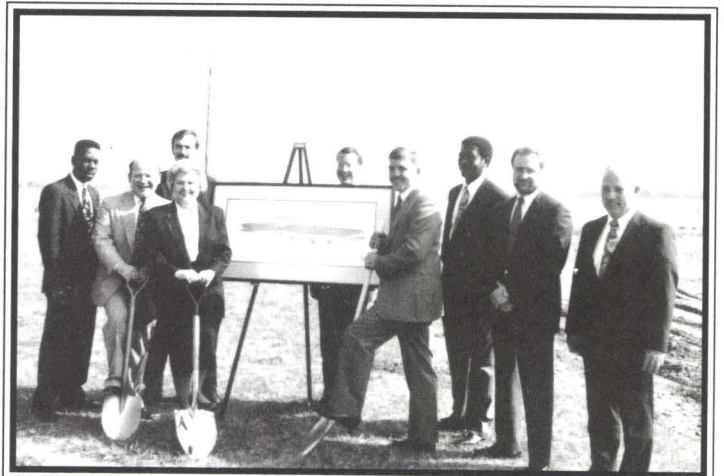
Greenwood Airport Begins Construction

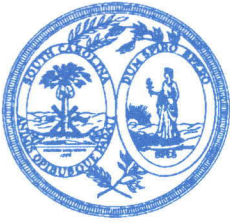
Soon Greenwood will have something many airports just dream about -- a new, modern 4,000 square foot terminal building.

Greenwood County officials broke ground recently for the new terminal building which will be on the site of the old facility.

The new terminal is expected to cost about \$400,000, half of which is funded through the Aeronautics Commission. In addition, John Marcaccio of Velux, a local business, presented the county with a \$6,000 donation and a pledge to donate all the windows necessary for the terminal building.

At right, members of the Greenwood County Council and Airport Commission and SCAC turn soil at the terminal building site.





PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities, and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the South Carolina General Assembly to foster and promote air commerce in the state.

Carroll A. Campbell
Governor

Commissioners:

Jim Hamilton, Chairman
Columbia
Second District

Dr. Crack Anderson, Vice Chairman
Chester
Fifth District

Edwin S. Pearlstine, Jr.,
Charleston
First District

Richard McClellion
Anderson
Third District

Ralph Schmidt
Greenville
Fourth District

Col. Edsel "Coupe" DeVille
Surfside Beach
Sixth District

Robert Williams
Florence
At-Large

Staff:

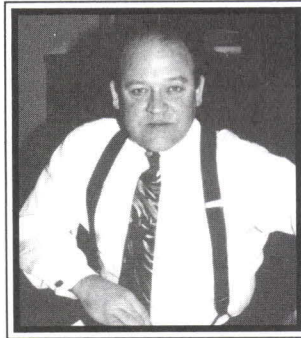
John P. Park
Director

Helen F. Munnerlyn
Editor

From the Directors Desk

Airport Vandalism: A Crime that Hurts Everyone

Over the past few months, we have had a rash of vandalism on our airports. Several airports have reported damage to runway and taxiway lights, pushed over wind socks, and in one case, a VASI that has been toppled.



John Park

In most cases, airport managers feel that the damage is a result of youngsters playing around on the airport operating area.

Needless to say, vandalism hurts us all. First, and probably foremost, is the safety hazard created.

Many of us depend on these lights and when they are taken out of service we are forced to fly in a less than optimum environment.

But a greater hazard is the fact that we have unauthorized people out on the runway. These kids are not familiar with flying and running into one of them with an airplane would be a tragedy.

Lastly, at about \$30 to \$40 per light, it's expensive and a waste of the little money we have to operate with.

The Commission wants to help with replacements, but there is a limit to our resources and we are going to have to say no.

The answer is to stop the vandalism and the only effective way to stop it is to prosecute. Remember, it is a federal offense to trespass on an airfield.

No one wants to get the kids into trouble, but if it keeps them from getting into more trouble, if it prevents an aviation accident, or if we are going broke in the process of repairing their damage, I don't think we have much choice.

John Park

Nighttime Airport Safety

The Aeronautics Commission is checking on your local airport at night.

We're checking runway and taxiway lighting systems for proper intensity, and airport nighttime security.

When you fly at night does the airport look dark and black? We want to make airports safe havens, especially at night.

If you notice any lights out, or other airport maintenance flaws, call SCAC day or night (answer machine) at 1-800-922-0574.

South Carolina Aeronautics Commission Offices are at Columbia Metropolitan Airport.
Mailing Address: Post Office Drawer 280068, Columbia, South Carolina, 29228.
Phone: (803) 822-5400, or 1-800-922-0574.

Hawthorne Expands to Atlanta

Hawthorne Aviation has expanded, announcing recently that it has agreed to acquire a majority interest in an fixed base operation at the Gwinnett County Airport in the Atlanta, Ga. area.

Terms of the agreement between Hawthorne and current investors were not disclosed except to say that Hawthorne will have a majority stock interest and total operational control.

The FBO is currently conducting business as Gwinnett Aeronautical but after closing, the name will be changed to Hawthorne Gwinnett.

The Gwinnett County Airport has undergone substantial improvements recently. Construction of a new, 6,000 ft. runway has already been completed and a full ILS landing system is scheduled for completion in the next few months. Both projects are part of a \$25 million airport expansion project.

The airport is located on the northeast side of Atlanta and ranks

as the fifth largest airport in Georgia in terms of operations and based aircraft.

In making the announcement, Dean Harton, president of Hawthorne said, "We are very pleased to make this entry into the Atlanta market."

He added, "We believe the airport and the area combine to produce an outstanding FBO opportunity."

Harton stated that Hawthorne would assume operational control immediately and that closing will take place shortly thereafter.

Hawthorne Aviation is part of Hawthorne Corporation headquartered in Charleston, S.C.

The company has FBO's at Ocala and Lakeland, Florida, and at Washington Dulles International. It provides airline services at Charleston, Savannah, and military airport contract services at Ft. Knox, KY. In addition, Hawthorne has interests in technical service contracting, real estate and finance.

FAA Coming to See You Soon

The FAA is coming to see you soon. For some pilots that's a scary thought indeed.

The Accident Prevention Program has expanded its horizons and has begun travelling the state in hopes of making it a safer place to fly with safer, better informed pilots.

Dick Hitt, the FAA Accident Prevention Manager, will be touring the state, speaking to small and large aviation groups. (See Aviation Calendar.)

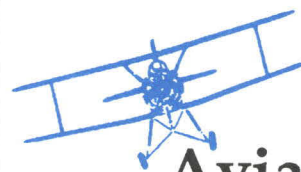
The talks are free and can

be scheduled any time.

But he needs your help.

If you would like to have a safety presentation for your aviation group, now is the time to call him and schedule. Topics can be as specific or as general as your group would like, or Hitt can always suggest a topic to get people talking. Also, the safety meetings are good way for you to tell the FAA when it's doing a good job.

Get to know the FAA -- their not such bad guys after all.



Aviation Calendar

October 13

FAA Safety Presentation
Charleston AFB Aero Club
7:30 p.m.

October 17

\$1 Lunch
Advantage Aviation
Donaldson Center

October 17

FAA Safety Presentation
Wings Program
Kinston, N.C.

October 18

Breakfast Club
East Cooper Airport
Mount Pleasant

October 24

FAA Safety Presentation
Airline Flight Academy
Johns Island Airport
10 a.m. - 3 p.m.

October 25

Breakfast Club
Daniel Field
Augusta, GA

November 5

Operation Rain Check
Bryant Field, 7 p.m.
Rock Hill Municipal

November 7

Oink Feast Barbeque
Cook-off & Fly-In
Bamberg County Airport

November 8

Breakfast Club
Orangeburg Municipal

November 10-13

S.C. Aviation Conference
Sheraton Hotel
Columbia, SC

November 15

Breakfast Club
Davis Field, Estill, SC

November 22

Breakfast Club
Barnwell County Airport

November 29

Breakfast Club
Spruce Pines Airport
Avery County, NC

57th Bomb Wing Celebrates Anniversary

The 57th Bomb Wing came back to their roots in Columbia when they celebrated their 50th Anniversary in September.

The anniversary was a week-long celebration seeing old friends, reminiscing about good times and making new memories.

The week ended with a ceremony dedicating a roadside marker for the 310th, 321st and 340th Bombardment Groups. The marker is located on Airport Boulevard near the Columbia Metropolitan Airport.

The ceremony featured Fort Jackson Color Guards, speeches by the Mayor of Columbia Bob Coble and Congressman Floyd Spence, and Brigadier General Robert D. Knapp.

Highlights included the roadside marker dedication and a presentation to the Columbia Metropolitan Airport for a plaque com-

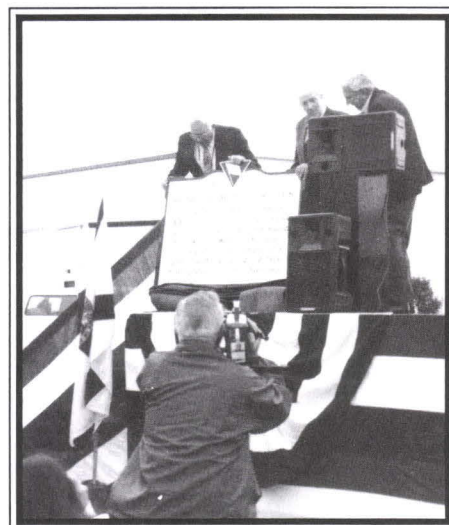
memorating the 57th Bomb Wing's activity during World War II.

The 57th Bomb Wing was formed in January 1944, consisting of all the B-25 Groups in the Mediterranean Theater of Operations, under the Command of Brigadier General Knapp, now 95.

The 57th Wing brought together the 12th, 310th, 319th, 321st and the 340th Bomb Groups.

The 310th and the 321st Bombardment Group was based at the Columbia Army Air Base (now Columbia Metropolitan Airport) in 1942, and the 340th Bombardment Group was activated on August 20, 1942 in Columbia.

All three participated in the Mediterranean Theater in 1943 primarily engaged in support and interdiction operations, bombing marshalling yards, rail lines, highways and bridges and other military objectives.



Above, members of the 57th Bomb Wing unveil a roadside marker commemorating the 310th, 321st and 340th Bombardment Groups of World War II.

The 57th Bomb Wing took part in every major invasion and battle campaign originating in the Mediterranean.

Florence, Aiken and Rock Hill Airports Awarded Grants

Rock Hill Municipal Airport, Florence Regional Airport, and Aiken Municipal received funding for improvement projects at the State Aeronautics Commission meeting in Columbia.

The State Aeronautics Commission held their regular monthly meetings in August and September and approved more than \$225,000 for airport projects.

When completed, the projects will generate more than \$4.5 million dollars when combined with local and federal funding.

Commission Chairman Jim Hamilton announced the state allocations:

◆ Rock Hill Municipal Airport -- \$192,499 for a 500 ft. runway and taxiway extension, reconstruction

and resurfacing of existing runway, apron and taxiway, for relocating an access road, and for installation of medium intensity taxiway lights, medium intensity runway lights and medium intensity approach lighting system.

This airport improvement project was funded with five percent state funds, 10 percent local funds, and 85 percent federal funds, for a total project cost of \$4,055,802.

◆ Florence Regional Airport -- \$20,324 to refurbish the drainage system in the north general aviation parking apron and construct a concrete aircraft parking position on the terminal apron.

The FAA contributed \$365,833 to this airport project, or about 90 percent of the total cost. The state

and local sponsors each funded five percent, or \$20,324.

◆ Aiken Municipal Airport -- \$14,470 for a 40 square foot helipad with perimeter lighting. This project was funded with a 50 percent grant from the Aeronautics Commission.

The South Carolina Aeronautics Commission is responsible for fostering the growth of air commerce in the state, cooperating in the development and improvement of airports as well as supervising aeronautical activities and facilities.

The Aeronautics Commission also acts as a funding agency awarding capital improvement bond grants for eligible airport improvement projects.

Aircraft Renter's Insurance -- Do You Need It?

Do you borrow a friend's airplane, or do you fly a rented airplane? If so, there is a publication you need to know about.

The Aircraft Owners and Pilots Association is offering a Pilot's Guide to Renter's Insurance which contains valuable information for any pilot who flies rented or borrowed aircraft.

"Unfortunately, some pilots rent aircraft with the belief that they're covered by an FBO's insurance policy," cautioned Phil Boyer, AOPA president. "If something should happen, the reality is they could get stuck with a very, very large repair bill — or worse."

The new 11-page booklet by AOPA's Membership Services Division includes renter insurance nightmares documented on the pages of AOPA Pilot and contains answers to the most commonly asked questions. A checklist for the buyer of non-owner insurance is also included.

AOPA general counsel John Yodice explains the legal history of rental aircraft insurance decisions and important legal and insurance concepts such as subrogation and bailment.

How much aircraft damage liability should be carried on a non-owner insurance policy? The Guide advises that practice varies, but cautions that a conservative approach would indicate an amount more than the FBO's deductible in case the FBO's insurance company tries to recover the cost of repairs from the renter pilot.

Can non-owner insurance satisfy an employer's concern about the firm's liability exposure for your flight on company business? Most non-owner policies allow you to include your employer as an additional insured. This may not apply, however, if the business is aviation-related.

Is it a safe assumption that pre-solo student pilots do not need

non-owner insurance? No, states the guidebook. Even though students taking dual instruction are not in pilot-in-command status under Federal Air Regulations, students can be held responsible under civil law for injuries or damages caused by their own negligence.

AOPA does not recommend or endorse any provider of non-owner insurance, although it does provide a referral service to AOPA members with insurance questions.

To get your copy of the Guide, write to AOPA Pilot's Guide to Renter's Insurance, Dept. 3-7, 421 Aviation Way, Frederick, MD 21701. AOPA members may phone 1-800-USA-AOPA.

AOPA provides its 300,000 aircraft owner, renter and pilot members with the information, education and representation necessary to keep flying affordable, safe, and fun.

Hurricane Andrew Leaves Florida's ATC in Tatters

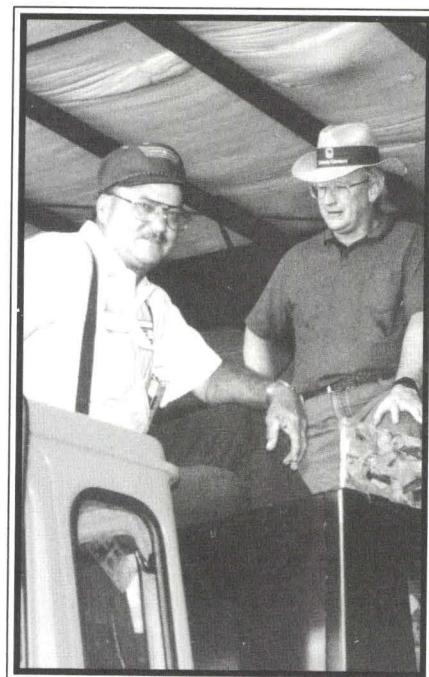
Hurricane Andrew hit Louisiana and Florida with a double punch leaving both states tattered and torn. But South Carolina remembered the devastation Hurricane Hugo caused and responded.

Lou Riddley and Richard Allen of the FAA sent faxed memos to the aviation community for donations of supplies and construction materials to help those in need at the Florida FAA.

In response, the FAA collected household supplies, non-perishable food items and roofing materials sent down in donated trucks, from the Hertz Corp. and from the SC Aeronautics Commission.

Far right, Jim Nash of Aeronautics and Richard Allen of FAA fill the SCAC truck with plywood, plastic sheeting, and nails.

At right, men work to unload trucks upon arrival at Opa Locka, FL.



SC Aviation Conference Sets the Pace

Continued from Page 1

the entertainment that will keep us up at night.

A golf tournament is planned for Monday, Nov. 9, at Northwoods Country Club with prizes and all the trimmings.

On Monday evening, a welcome reception will get things going, so by Wednesday night we'll all have blast at our Barbecue and Bluegrass Hoedown at the S.C. Museum. A bluegrass band will be pickin' and grinnin', so wear your finest bluejeans and bandanas, and come just for the fun of it.

There will also be a full plate of breakfasts, breaks, reception and a hospitality suite to round out our busy schedule.

Also there will be plenty of time to look at new products and services offered by our exhibitors, vendors and consultants who are always generous contributors.

Spouses who come along with their better half will enjoy a trip Wednesday to Riverbanks Zoo, shopping as much as time allows, and lunch at a trendy cafe.

The cost of the 15th SC Aviation Conference is \$160 per registrant, or \$100 to attend for one day. Spouses fees are \$75, and include all meals, including the Wednesday night Hoedown and a shopping trip.

The Sheraton Hotel and Convention Center is located on Bush River Road at 1-20 in Columbia, and is offering a special rate of \$67 single or double.

Our block of rooms will be held until October 19, so get your reservations in now. The Sheraton Hotel and Convention Center can be reached at (803) 731-0300.

Conference registration forms are available through the Public Information Office at 1-800-922-0574 or (803) 822-5400.

See you in Columbia!

Aviation Conference Highlights

The S.C. Aviation Conference is designed to bring together all types of aviators, airport managers, airport commissioners, pilots, and aviation related businesses.

The 15th Conference focuses on the important issues of today:

Storm Water Run-Off & Environmental Issues

Aircraft Taxes & Liability

S.C. Aviation Hall of Fame Induction

Airport Security & Safety

Legal Issues in Flying

Passenger Air Service Issues

1992 Conference Agenda

Monday, Nov. 9

11 a.m. Golf Tournament
Northwoods Country Club

2-6 p.m. Registration & Exhibits Open

6:30 - 8:30 p.m. Welcome Reception

6:30 p.m. Sponsors' Reception
8 - 10 p.m. Aviation Topics

Tuesday, Nov. 10

7 - 8 a.m. Breakfast
8 - 5 p.m. Registration & Exhibits Open

8:30 a.m. Welcome General Session

9 - 10 a.m. Passenger Air Service Issues

10:15 a.m. Concurrent Sessions
11 a.m. Aircraft Liability & Insurance

11:45 Experimental Aircraft Assoc. and Breakfast Club

Noon Lunch
Phil Boyer, AOPA
General Aviation Setting the Pace

1:30 p.m. SC Aviation Association Business Session

2 p.m. S.C. Aviation System Plan
2:30 p.m. Storm Water Run-Off & Environmental Issues

3:30 p.m. S.C. State Block Grants
4 p.m. State Ethics Act

Wednesday, Nov. 11

7 - 8 a.m. Breakfast
8 a.m. - 4 p.m. Registration
8:30 S.C. Aviation

9:30 Hall of Fame Inductions
Spouses Shopping Trip & Riverbanks Zoo Tour

9:30 Concurrent Sessions
10:30 State and Federal Programs

Noon Lunch
Kurt Herwald, CEO
Stevens Aviation
1:30 - 5 p.m. Open Session
7 p.m. Bluegrass & Barbecue
Hoedown State Museum

Thursday, Nov. 12

7 - 8 a.m. Breakfast
8 - 11 a.m. Registration
8:30 S.C. Fire Academy

9 a.m. Concurrent Sessions
10:15 a.m. Airport Safety & Security

Noon Lunch
SC Aviation Association
Frank Anderson, SCAA
Business Meeting
Closing Remarks

FYI From the FAA

Using the System to Your Advantage

The following is a FAA publication from the accident prevention program.

The forerunner to today's Air Traffic control (ATC) Radar Beacon System was developed during World War II to enable military radar operators to identify aircraft as friend or enemy. That system was known as IFF (identification friend or foe). Utilizing both ground and air and airborne equipment, the system's ground transmitter sent a signal to the aircraft transceiver which in turn replied in a set code, depending upon how the pilot had tuned his selector. Only a few codes were used at that time and these were changed daily or more often.

When radar was first implemented in the Air Traffic Control system, the normal radar echo return from the metal surfaces of aircraft seemed to be sufficient to identify an aircraft on the radar scope. But as traffic increased, particularly in the high density terminal areas, the need for positive means of identification was soon recognized. The old World War II IFF 10 code system seemed to be the answer, or at least a beginning for the Air Traffic Control Radar Beacon System. The first ATC transponders developed for the system had a capability of 64 different codes. There are now 4,096 individual codes and, in addition, by using a transponder with mode C attachment, the system is capable for reporting the aircraft's altitude.

Who needs a Transponder?

Pilots normally prefer to fly VFR and will continue to do so in most of the U.S. airspace in the foreseeable future. They may continue to fly VFR and still enjoy the advantages of the FAA radar service network without being under the control of the ATC.

When flying within an area of radar coverage and the aircraft can be identified, pilots may request radar assistance or service providing they have a two-way radio for communication with the radar facility. This does not place them under positive control, but they can receive radar assistance and surveillance, especially when their aircraft is transponder equipped. The transponder is simply an electronic device that aids the controller in making a faster and more positive identification of aircraft. Aircraft without a transponder can normally be detected by radar, but not as distinctly and

may require the pilot to alter course so the radar operator can establish positive identification. With radio communications and a transponder, a pilot knows that the controller at the radar facility has an immediate, electronic picture of the aircraft's identify, speed, and direction of flight. And with the mode C attachment, the controller also knows the altitude of the aircraft which greatly reduces the need for communication between pilot and controller. The transponder is your best ticket for sharing the advantages of the FAA's Air Traffic Control Network, especially in busy terminal control areas.

TRSA, Terminal Radar Services Area

More than 100 moderately busy airports in the U.S. have been designated as Terminal Radar Services Areas (TRSA). The size and shape of the terminal radar service area varies from airport to airport, but generally speaking, it resembles a circular chunk of airspace extending outward and upward from the airport. Radar services within the TRSA airspace is automatically provided and, although not mandatory, all pilots operating within the TRSA should, for their safety and the safety of others, notify air traffic control.

There are currently three stages of terminal radar service:

Stage I provides traffic information and limited vectoring to VFR pilots when the controller's workload permits. Stage II offers traffic information and vectoring, plus sequencing of arriving VFR aircraft into the traffic pattern and traffic advisories for departing aircraft. Stage III provides all of Stage I and II plus separation service for VFR pilots from IFR and other participating VFR traffic within the TRSA.

In conjunction with on-going efforts to simplify the National Terminal Radar Program, the term Stage I will be deleted. The service (traffic information and limited vectoring) will continue to be provided to VFR aircraft, but all commissioned ATC terminal radar facilities. VFR pilots should keep in mind that participating in the terminal radar service area program does not relieve them of the responsibility of maintaining a continuous scan for other traffic. Remember, pilots may not be participating or in contact with air traffic control, so it is still the pilot's responsibility to avoid other aircraft, clouds, terrain, and obstacles.

TCA, Terminal Control Area.

Unlike the TRSA, where pilots may or may not choose to participate, it is mandatory that pilots obtain clearance from Air Traffic Control before entering a TCA. TCA's are blocks of airspace surrounding the busiest airports throughout the U.S.: e.g. Atlanta, Chicago, New York, Los Angeles, and San Francisco; and are divided into two groups. Aircraft equipment requirements to operate into a Group II TCA are a two-way radio, VOR or TACAN receiver and a 4096 code transponder. In addition to the Group II requirements, Group I TCA's require transponders to have Mode C automatic altitude reporting capability and pilots to hold at least a private pilot certificate to land or take off at the primary airport within the TCA.

Procedures for operation within or through a TCA are:

1. Plan, during preflight preparation, for alternative routes and altitudes in the event that you are unable to obtain your desired clearance. Refer to your sectional Aeronautical Chart or VFR Terminal Area Chart for TCA boundaries.
2. Do not enter a TCA without specific clearance.
3. Contact the controller far enough from the TCA boundaries to permit altering your course if traffic conditions do not permit your immediate clearance into the TCA.
4. When you contact the controller state the following:
 - a. Your full call sign.
 - b. Make and model of your aircraft.
 - c. Whether or not your transponder has mode C capability.
 - d. Your position.
 - e. Your destination.
 - f. Your route.
 - g. The altitude you are requesting.
 - h. Whether or not you are familiar with the particular TCA.

You are still responsible for avoiding other aircraft, clouds, and obstacles — so keep scanning. TCA's and TRSA's are depicted on Sectional, World Aeronautical and En-Route Low Altitude Charts, as well as on DOD Flight Information Publications, and special TCA maps. Air Traffic Services are clearly explained in the Airman's Information Manual. Further information may be obtained at FAA Air Traffic or Flight Standards offices.



SOUTH CAROLINA AERONAUTICS COMMISSION

P.O. Drawer 280068
Columbia, SC 29228

BULK RATE
U.S. POSTAGE
PAID
Columbia, S.C.
PERMIT NO. 75

This Month... Inside Palmetto Aviation

- **FAA Accident Prevention is coming near you**
- **Everyone looses when airport vandals strike**
- **Greenwood Airport begins new terminal**

...and much much more!

*1992 S.C. Aeronautical Charts are here!
Call 1-800-922-0574 for one today.*

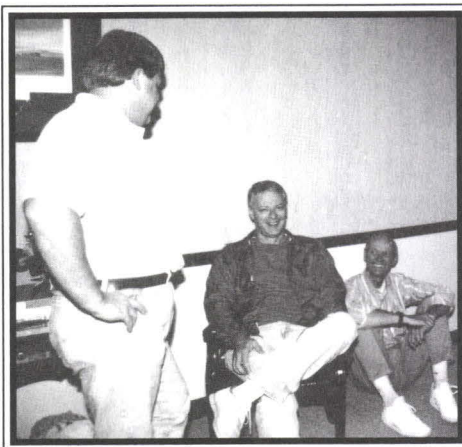
Carolina Air Tour Exciting and Fun

North and South Carolina pilots got the chance to fly the Carolina skies during the Carolina Air Tour September 26.

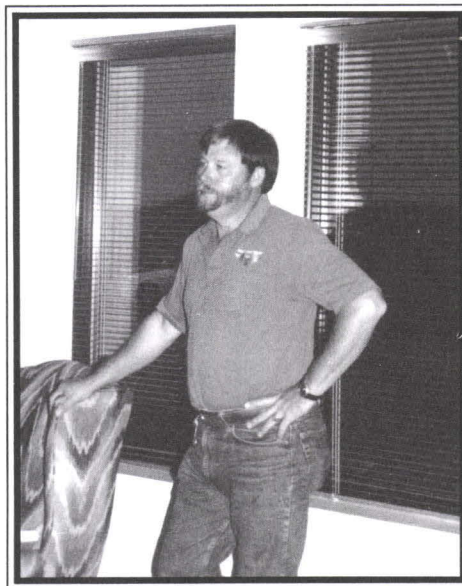
South Carolina pilots began in Columbia Downtown Owens Field for a talk by EAA members Walter Carson and George Walters.

The gray, rainy Saturday kept many people from flying, but those who braved the weather ate lunch compliments of the Florence Regional Airport.

Afterwards pilots flew to Wilmington, NC, for a poolside party and dinner cruise at Wrightsville Beach.



Above, John Gardner (l), Bob Cuzzort and George Walters talk shop before Walter Carson's presentation on restoring antique aircraft (far right).



This bi-monthly publication is printed at an annual cost, including tax, of \$8,851.50, and has a circulation of 8,000 per edition for a cost of \$.18 per copy. Palmetto Aviation is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster growth of responsible aviation in the state. The viewpoints expressed in articles credited to specific sources are presented as the viewpoints of those writers and do not necessarily reflect the opinion of the South Carolina Aeronautics Commission.